(3) Metalling the road from Varapuzha to Parur town so as to make it fit for cart traffic.

(4) Improvement of the village road from the lighthouse to the Kadakkara *chowkey* and restoration of the western bund of the canal there.

The abovesaid roads were absolutely necessary for the use of the inhabitants of Varapuzha, Munambam, Chattanad, etc., who had to go to the town for attending schools and courts. For want of proper roads and bridges, the people were put to much hardship. The construction of the bridge at Palattunkalpuzha was sanctioned four years ago, but the work had not been finished. Daily 400 to 500 children had to cross and recross the canal and sometimes loss of lives had occurred. The bridge should therefore be finished soon.

On account of the absence of bridges and owing to the bad condition of roads, a journey from the Parur town to Varapuzha, Kottapalli, Ezhikara, Chattanad or Munambam took 3 to 4 hours, while, if the roads were made fit for motor traffic, the same could be finished in 15 minutes.

As regards water-ways, the member said that the following works were urgent :—

(1) Opening a branch as far as the western bund of the canal running outside the bund from Tottumukham *chowkey*.

(2) Widening the canal from the first end of the northern bund comprised in Survey No. 8/10 and extension of the same further south as far as possible.

In regard to the latter, the member said that, if the canal be extended as far as the lands comprised in Survey Nos. 17/3, 4 and 5 by the acquisition of the necessary lands, the expenditure on account of the extension would be met by the people.

An extent of 200 acres of wet land lying at the western extremity of the taluk was being spoilt on account of its nearness to sea and the inrush of brackish water. The ryots owning the lands were therefore put to great loss. If the above canals were opened, it would facilitate the flow of fresh water to the wet lands and thereby benefit the ryots.

DEWAN'S REPLY : Mr. Lona Ouseph, the question of metalling the Chattanad-Parur road will be taken up after the Vadakkekara bridge is completed and after the more important Parur-Muvattupuzha road is gravelled.

The bridge at Palattunkalpuzha you refer to is the Vadakkekara bridge. The reason why it has not been taken up is that heavy floods washed away the materials. A revised estimate has just been forwarded and is under sanction, and materials are being arranged for to proceed with the work.

The road from Varapuzha to Parur town touches the Parur-Edapalli road. An estimate for this road has been called for.

The question of opening a branch canal as far as the western bund of the canal referred to is a matter which requires investigation.

67. The Vellanadi--Cheruvalli Road.

MR. S. N. URE (*Member, Mundakayam Planters' Association*) stated that his object in bringing the matter again before the Assembly was rather to enquire what was being done in regard to the road than to advocate its advisability. The Government had admitted the need for the road and money was actually provided for its construction, but eventually it was decided to open the Kanjirapalli road instead. When the subject was brought up at the previous session, it was stated that a revised estimate was under preparation and that, if the estimate was reasonable, the work would be provided for at an early date. The member said that his Association enquired whether the estimate had been submitted and, if so, whether it was found to be practicable.

DEWAN'S REPLY : Mr. Ure, in regard to this road, owing to the excessive cost of that line, the Public Works Department made further explorations and investigations, and they propose to carry on the road from the end of the Vellanadi Estate road to the first mile of the Cheruvalli Estate road. This connection will have short

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lengths of new roads to be opened at both ends, *viz.*, Vellanadi Estate road end to Perur *todu*, about 1½ miles long and from Erumeli to the 1st mile of the Cheruvalli Estate road about 4½ miles long and the portion of the Kanjirapalli-Erumeli road, from Erumeli to Perur *todu* will have to be utilised for the intermediate portion. The estimate has been called for and as soon as it is ready the matter will be taken up.

68. Communications in the Tiruvalla taluk.

MR. K. RAMASWAMI AIYAR (*Member, Municipal Council, Tiruvalla*) said that the Market canal at Tiruvalla was not fit for navigation, the chief reasons being its narrowness and shallowness and its bend near the Market landing at Changanachery. Consequently, boats laden with merchandise had to be unloaded at a great distance from the Market landing. In view to remove the difficulties, the member suggested that the Vayalapalli–Mannadattu *todu* connecting the Manipuzha–Peringara river with the Market canal be widened and deepened, thereby rendering it navigable for big country boats used for the transport of goods. The Manipuzha–Peringara river formed the western boundary of the Tiruvalla taluk and it was along that river that boats coming from Cochin, Alleppey, Kottayam, etc., were taken to Chengannur, Kozhenchery and other places. The canal will facilitate the passage of boats along the Tiruvalla Market canal. Moreover, commodities could be carried from the Tiruvalla market to the Changanachery market which is held a day after the Tiruvalla fair. The total length of the canal would be only three quarters of a mile.

The Vallipalam-Perumpalam *todu* passed through the centre of the Tiruvalla town. But, in spite of its central position, it was not fit for navigation nor could its water be used by the people for drinking or bathing purposes during the summer season. The canal could be made useful if a bund be constructed across the Kadalimangalam river just below the Chakrasala *kadavu* thereby obstructing the free flow of water westward along the river, and diverting it along the canal above referred to. One other advantage of the proposal was the prevention of Manipuzha-Peringara river from being silted up.

The Muttar-Kavumbhagam road was an important road in the Tiruvalla taluk used by many people for journeying to and from Kottayam, Changanachery and other places. The road badly needed improvements which should be carried out and a bridge constructed at Sri Narayanapurattu *kadavu*.

DEWAN'S REPLY: Mr. Ramaswami Aiyar, all these three proposals of yours require careful investigation which the Chief Engineer will undertake.

69. Reform of the Ayurveda Department.

MR. M. S. NANU (*Member, Nominated*) said that, although the Ayurvedic system of treatment under Government's auspices was introduced in the State about 51 years ago, the Ayurveda Department had not been brought into a satisfactory working order. The reforms introduced in the department had been very slow. In 1051, an Ayurvedic *vaidyan* was first appointed by the Government in Trivandrum. In 1064, certain *vaidyans* were awarded grants-in-aid. The Ayurveda School was established in 1065; but it was only in 1096 that it was raised to the status of a college. It was only about the year 1090 that a separate department was formed; but since then no appreciable progress had been made in the development of that department. A complete reform of the department was therefore absolutely necessary.

Taking the case of the Ayurveda College first, the member said that the Ayurveda School and the Sanskrit College, both of which were institutions of close resemblance, were established in about the same year. In 1068, the minimum pay of a teacher in the Ayurveda School was Rs. 10 and that of a teacher in the Sanskrit College was Rs. 7, while the maximum pay in each was Rs. 20. Since then revisions of pay had been effected in both the institutions; but while the pay of teachers in the Sanskrit College was enhanced to four or five times their original pay, the pay of the *pandits* in the Ayurveda College was not proportinately enhanced. The principles adopted by the Salaries Committee in revising the pay of the officers of the several departments were not applied to the Ayurveda Department, except in the case of the clerical staff. The *pandits* in the Ayurveda College with their meagre salary found it difficult to

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